

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4861

晚八廿月四年一十三緒光

WEDNESDAY, MAY 31, 1905.

三拜禮

號一廿月五英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.  
NAGASAKI. HONOLULU.  
LYONS. SHANGHAI.  
SAN FRANCISCO. NEWCHWANG.  
BOMBAY. MUKDEN.  
TIENTSIN. PORT ARTHUR.  
PEKING. CHEFOO.  
KOBE. DALNY.  
LONDON.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,  
Manager.

Hongkong, 31st May, 1905. [20]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$18,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.  
A. HAYES, Esq., Deputy Chairman.  
Hon. C. W. DICKSON. H. Schubart, Esq.  
E. Goetz, Esq. E. Shellim, Esq.  
G. H. Medhurst, Esq. Hon. R. S. Shaw.  
A. J. Raymond, Esq. N. A. Siebs, Esq.  
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th May, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per  
Cent. per annum.

Depositors may transfer at their option  
balances of \$1000 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1905. [23]

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau. Tsinanfu.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENT  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

M. HOMANN,  
Manager.

Hongkong, 1st April, 1905. [24]

## Insurance.

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.,  
Agents.

Hongkong, 28th May, 1905. [25]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORIZED.....GOLD \$10,000,000  
CAPITAL PAID UP.....GOLD \$ 3,350,000  
RESERVE FUND.....GOLD \$ 3,350,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.,  
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Descrip-  
tion of Banking and Exchange Business,  
receives Money in Current Account and ac-  
cepts Fixed Deposits at Rates which may be  
ascertained on application.

CHARLES R. SCOTT,  
Manager.

20, Des Vaux Road,  
Hongkong, 26th May, 1905. [21]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 13TH NOVEMBER, 1906

Shanghai Tael.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENTSIN.  
PEKING.

THE Bank purchases and receives for collec-  
tion Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1 1/2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " 6 " " "

5 1/2 " " " 12 " " "

E. W. RUTTER,  
Manager.

Hongkong, 6th January, 1905. [19]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE

HOLDERS.....£800,000

RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " "

" " " 3 " " "

T. P. COCHRANE,  
Manager.

Hongkong, 18th May, 1905. [24]

## ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system

and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

## THE PHARMACY.

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [13]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI.....{ NUBIA ..... } About 2nd } Freight and  
F. N. Tildard ..... June } Passage.

LONDON, &c.....{ MALTA ..... } June 3rd } See Special  
R. A. Peters ..... Noon } Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 29th May, 1905. [2]

## Intimations.

### LANE, CRAWFORD & CO.

#### HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES

"THE DOVER"

No. 8.....\$50.00 No. 9.....\$65.00

#### WROUGHT STEEL

#### ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

2 3 4 5 6 7 8 10 12 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

#### TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS.....from \$4.00

TOILET CANS.....2.50

BLOCK TIN TEA & COFFEE POTS.....1.00 each

MILK SAUCEPANS.....\$2.25 & 3.00

"GEM" ICE CREAM FREEZERS

2 4 6 8 QUART

\$6.50 10.50 12.50 16.50 EACH.

#### RODGERS' TABLE CUTLERY.

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34]

## POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of  
URIC ACID such as Rheumatism and Rheumatic Gout consumers  
are benefited by drinking the water, it being a perfect alkaline corrective.  
It mixes well with Wines and Spirits without in any way destroying the  
flavour.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [17]

### E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL

ENGINEERS, SURVEYORS, ETC.

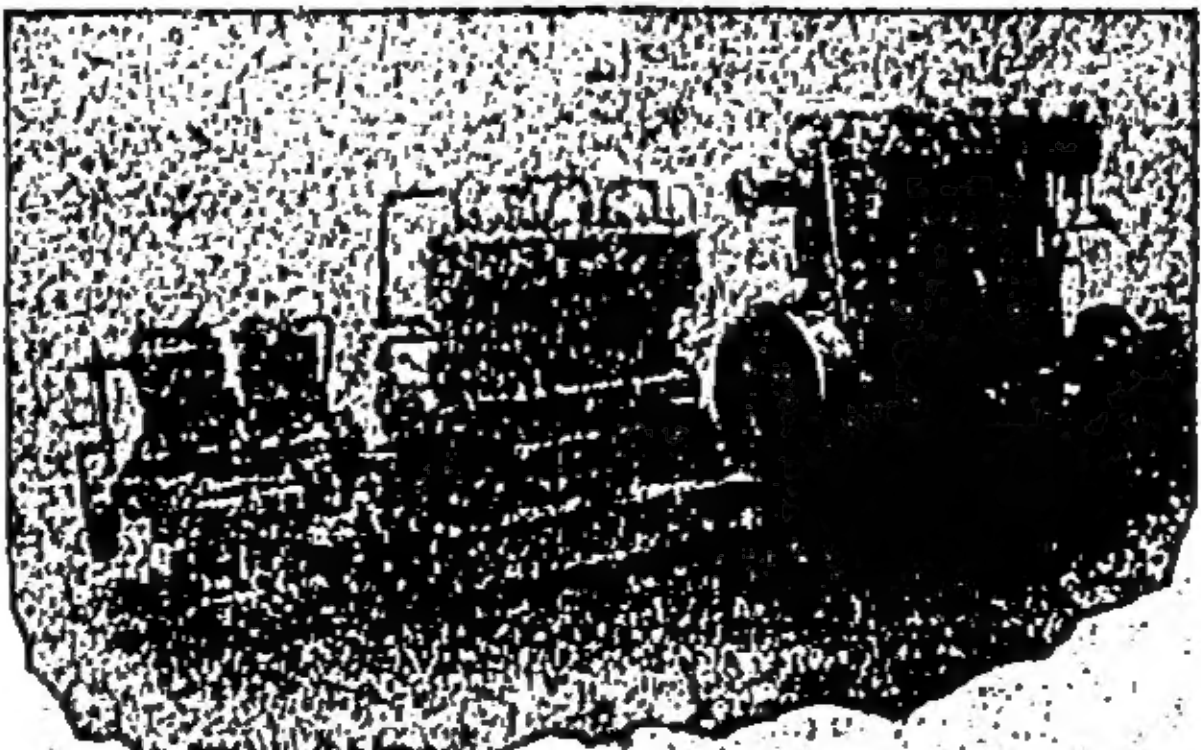
SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,  
RACING AND CRUISING.

#### OUR MOTORS

For Reliability, Workmanship,  
Durability, Lightness.

Estimates cheerfully given.



#### OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.  
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

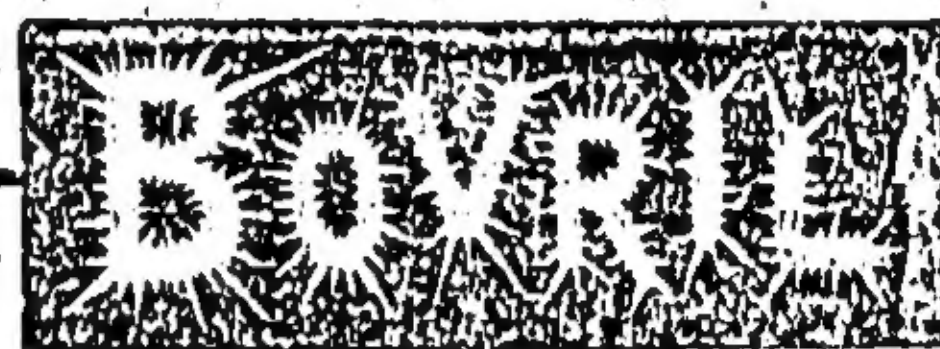
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [30]

## Intimations.

Bovril is  
bottled energy.

In the most enervating  
climates **BOVRIL**  
gives vigour and nervous  
force.



57]



## PURE AND CHEAP

California Riesling - - \$6.50 per Dozen Quarts

Do. Do. - - 3.75 " Pints

Do. Hock - - 6.50 " Quarts

Do. Do. - - 3.75 " Pints

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36]

### JOHN DEWAR SONS & Co., PERTH

## WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [39]

## PHOTO SUPPLIES.

### LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

## Hotels.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Acting Manager.

Hongkong, 7th February, 1905. [26]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

### KOWLOON HOTEL.

KOWLOON J. W. OSBORNE,  
Proprietor and Manager.

SITUATED IN THE CENTRE OF THE PRAYA GRANDE, FACING THE SEA.

Undoubtedly the Coolest Spot in Macao.

The only building in the City Electrically Lighted.

WATER PAVILION AND KIOSK.

MILITARY BAND EVERY SATURDAY DURING THE SUMMER.

SEA BATHING. GOLF LINKS.

MODERATE RATES FOR FAMILIES.

Important Notice:

Rooms are being rapidly booked for the Summer Months and early application is necessary.

Macao possesses all the advantages of a trip to Japan at half the expense.

"Macao, the Gem of the Orient East."

Wm. FARMER, Proprietor and Manager.

## JAPAN

## COALS.

### THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SUKUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 102, HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fojinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,  
Onoura, Otunji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,363 tons ..... Captain H. D. Jones.  
 "POWAN" ..... 2,338 " ..... R. D. Thomas.  
 "FATSHAN" ..... 2,360 " ..... W. A. Valentin.  
 "HANKOW" ..... 3,073 " ..... C. V. Lloyd.  
 "KINSHAN" ..... 1,995 " ..... J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,993 tons ..... Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.  
 Cheap Excursions on Sunday, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,119 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 388 tons ..... Captain J. Willox.  
 "NANNING" ..... 369 " ..... C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow ..... Single \$15.00. Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50. Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" ..... Capt. B. Branch. S.S. "SANUI" ..... Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$30.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

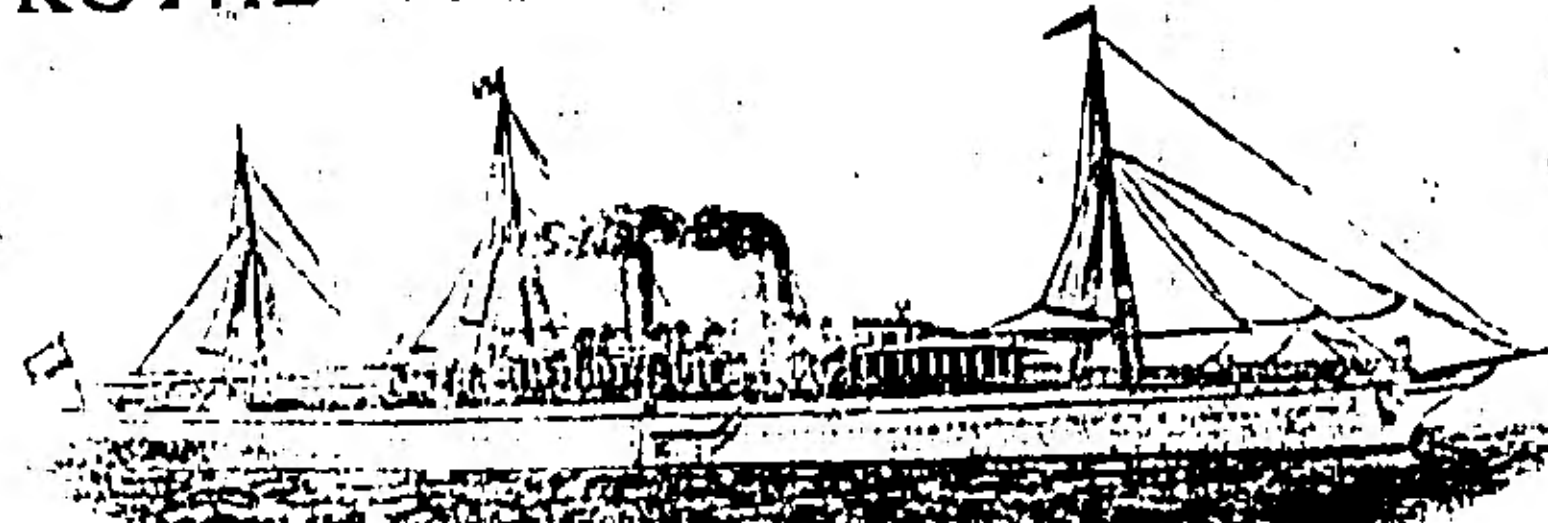
## HONGKONG-KONGMOON LINE.

S.S. "TAK HING" ..... Capt. R. Biss. S.S. "HONGKONG" ..... Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).  
 FARES:—Hongkong to Kong Moon ..... Single \$6.00  
 Hongkong to Kumchuk ..... Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 26th April, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).  
 R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 21st June.  
 "TARTAR" ..... 4,425 " ..... WEDNESDAY, 5th July.  
 "EMPERESS OF JAPAN" ..... 6,000 " ..... WEDNESDAY, 12th July.  
 "EMPERESS OF CHINA" ..... 6,000 " ..... WEDNESDAY, 2nd August.  
 "ATHENIAN" ..... 4,440 " ..... WEDNESDAY, 9th August.

Hongkong to London, 1st Class ..... £120. Via New York £62.  
 Hongkong to London, Intermediate and 2nd Class ..... £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
 D. E. BROWN, General Agent,  
 9, Pedder's Street.  
 Hongkong, 31st May, 1905.

## HAMBURG-AMERIKA LINIE.

OBERSTADTSCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FELD LAEISZ	HAVRE, DUNKIRK, BREMEN & HAMBURG.	12th June. } Freight.
von Hoff	(Calling at SPOR, PENANG & COLOMBO).	
BRISGAVIA	HAVRE AND HAMBURG.	28th June. } Freight.
Rusi	(Calling at SPOR, PENANG & COLOMBO).	
SITHONIA	HAVRE AND HAMBURG.	12th July. } Freight.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).	
ACILIA	HAVRE AND HAMBURG.	26th July. } Freight.
Schulke	(Calling at SPOR, PENANG & COLOMBO).	
ALESIA	HAVRE AND HAMBURG.	10th August. } Freight.
Sachs	(Calling at SPOR, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	5th June. } Freight.
Habel	with liberty to call at the Malabar coast.	

For further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE,  
 No. 1, Queen's Buildings.  
 Hongkong, 31st May, 1905.

## D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
 ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
 AND SOUTH AMERICAN PORTS;  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PREUSSEN	WEDNESDAY, 30th August.
ROON	WEDNESDAY, 13th September.
BAVERN	WEDNESDAY, 27th September.
GNEISENAU	WEDNESDAY, 11th October.
PRINZESS ALICE	WEDNESDAY, 25th October.
SACHSEN	WEDNESDAY, 8th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd November.
PRINZ HEINRICH	WEDNESDAY, 6th December.
	WEDNESDAY, 20th December.

ON WEDNESDAY, the 7th day of June, 1905, at Noon, the Steamship "BAVERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above. Calling at NAPLES and GENOA.  
 Shipping Orders will be granted till Noon, on MONDAY, the 5th June, Cargo and Parcels will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 6th June.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,301	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship WILLEHAD, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILLEHAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 21st June.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 31st May, 1905.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJIMAH	JAPAN	First half June	JAVA PORTS	First half June
TJILATJAP	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 31st May, 1905.

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
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## SUNDAYS.

Extra cars at 11.30 and 11.45 p.m.  
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.







## Intimations.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

## SHERRY.

The following Brands are recommended as high-class Wines of superior quality.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ..... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule ..... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ..... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule ..... 27.00

"D." AND "E." ARE FAVOURITE WINES ALL OVER THE FAR EAST, AND ARE SPECIALLY RECOMMENDED.

A. S. WATSON &amp; Co., LIMITED, ALEXANDRA BUILDINGS.

Hongkong, 26th May, 1905.

## WINE

AND

## SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL &amp; Co.'s old premises).

## BURGUNDIES.

Per case, quarts.

Nuits	.....	\$15.60
Maçon	.....	15.60
Beaunes Ordinary	.....	18.00
Do. Supérieur	.....	21.75
Volsay	.....	23.40
Do. Supérieur	.....	27.60
Pommard	.....	33.60
Chambertin	.....	38.70
Clos Vougeot	.....	47.70
Greve enfant Jesus	.....	54.00
Sparkling Burgundy	.....	24.30
Sparkling Pommard	.....	39.60
Sparkling Chambertin	.....	48.60

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 27th December, 1904.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 31, 1905.

## HOUSE ACCOMMODATION IN HONGKONG.

We believe it to be a principle well-recognised and put into practice in all Parliamentary assemblies that where individual interests may be affected by any question at issue before the meeting, that the person having such interest abstain from voting or taking part in the discussion. This is a matter that has, on and off, been brought up at the Legislative Council and members have on several occasions not recorded their votes when such matters have cropped up wherein their interests appear to be at stake. At a meeting of the Sanitary Board yesterday afternoon the question of the alteration of the Hongkong Hotel was brought up for discussion in connection with certain plans submitted by the Hotel Company's architects for the rebuilding of their original premises overlooking Queen's Road Central. One of the unofficial members in a minute strongly opposed the application for a certain modification of the Public Health and Buildings Ordinance, and supported his written views in the debate in the Board room. We do not imply that the member was actuated by any other motive than that of the service of the public interest in formulating his opposition to Messrs. Palmer and Turner's application on behalf of their clients. The Sanitary Board is given discretionary powers to limit the height of buildings in Hongkong in accordance with their views, and it appeared that the gentleman in question was not for a modification of the Ordinance in order to enable the old block of the Hotel to be rebuilt in accordance with the plans submitted which support an application that the building might attain a height of 104 feet, or some 28 feet in excess of the limit prescribed for the highest building under the Ordinance. Amongst the reasons assigned by the speaker in opposition were that by increasing the height of the building still more light would be shut off from the offices in Queen's Road, and that the demand for the accommodation of Europeans in the Colony was not in excess of the supply, a point which he argued was disproved by the recent closing of a hotel and a boarding house. They were asked, he said, to allow an infringement of the Ordinance and close their eyes to injury to surrounding buildings. How the speaker can be supported in his statement that the provision of house accommodation for the European class is in excess of the demand anyone at all acquainted with the Colony will be at a loss to discover. It is a notorious fact that houses for Europeans in Hongkong are becoming more and more scarce thus permitting of that steady and ever-increasing appreciation in the rents which has earned for Hongkong the unique distinction of being perhaps the most expensive Colony in the East in the question of house rents. He cites the columns of the local Press to bear out the statement that a number of vacant houses are available on the Island for European accommodation, but he fails to attribute the reason why such houses are vacant. There may be a lurking suspicion that if the true cause is revealed it may be found that either the rental exacted by the landlords is in excess of prospective lessees' ideas of the premises worth, or that those residences are situated in such a locality as might have earned a notoriety for insalubrity. One of the reasons assigned for the building of the new tramway to the Peak is that a greater building area might be rendered accessible for the accommodation of the European inhabitants of the Island. That does not show that the supply of houses is in excess of our present or future requirements. The steady influx of Europeans into the Colony all tend to prove that, if anything, Hongkong stands in need of greater housing accommodation and that time is being taken by the forelock by those whose business it is to meet such demand. The extensive building operations on the Kowloon Peninsula justifies the assumption, and hence the belief is almost universal that Hongkong's population must be provided for with suitable buildings. The allegation that a small hotel and a boarding-house have recently been closed hardly supports the contention that accommodation is already ample enough for our present requirements. The speaker did not mention private hotels that have sprung up to take the place of those closed. The two establishments in our immediate neighbourhood appear to make up for the deficiency caused by the closing of the premises to which he referred. If it is urged that one of those amalgamated hotels replaces a former residential establishment it could also be said that the original Viceroy was replaced by its namesake. There are a hundred and one reasons why a person's establishment should be closed down, and it is hardly fair to attribute it to an excess of supply over the demand when a management chooses to give up business, probably after having amassed a comfortable competence during the time of the existence of his business.

## LOCAL AND GENERAL.

THE 93rd Burma Infantry and 110th Mahratta Light Infantry will embark on board the R.M.S. *Harding* at 10.30 a.m. to-morrow, commencing with the 110th Mahratta Light Infantry.

THE Rev. A. Gurney Goldsmith, M.A., for eleven years the Chaplain for Hongkong Harbour, and subsequently, from 1894, Vicar of Appledore, North Devon, has resigned that Vicarage, to devote himself to the new Chaplaincy for the shipping at Melbourne, in Australia. He hoped to sail for that port on 26th inst.

THE marriage took place on 27th ult., at Holy Trinity Church, London, of Captain Francis Douglas Farquhar, D.S.O., Coldstream Guards, only surviving son of Sir Henry Farquhar, of Gilmillscroft, Mauchline, and nephew of Viscount Hampden, and Lady Evelyn Hely-Hutchinson, elder daughter of the late Earl of Donoughmore, and sister of the present Peer.

LEUNG I and Leung Hing were placed before Mr. F.A. Hazeland this morning, charged with killing fish with explosives, at Kowloon City on the 30th inst. They were fined \$30 each. Leung I was further charged with carrying dynamite, fuses, and detonators, without having the same labelled "dangerous." He had to pay a further fine of \$15, or do three weeks' imprisonment.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Captain R. V. C. Tulloch and Lieutenant H. W. Gingham, and Royal West Kent Regiment, from to-day to 25th July, 1905, also to Captain J. T. Johnson, Royal Army Medical Corps, from 2nd June to 1st August, 1905, and to Major C. N. Sparks, Royal Army Medical Corps, from 31st May to 31st August, 1905.

THE Colonial Secretary has received the following communication dated 11th May, 1905, from the Secretary to Government of Bengal:—I am directed to state, for your information, that intimation having been received of the outbreak of plague in Hongkong, it has been declared to be infected, and the regulations, for the prevention of the introduction of plague by sea, issued by this Government will be enforced in the ports of Orissa and Chittagong against vessels arriving from that place.

AN extract has been published from a letter written by Admiral Rojestvensky, scathingly criticising Capt. Clado. The Admiral says that the methods proposed by that officer for carrying on Naval operations against the Japanese are chimerical. "The Japanese," proceeds the Admiral, "will profit by Capt. Clado's request for a court-martial, because they will then see what represents the highest intelligence of the Russian Navy, and they will be glad to know that they have only to deal with such elements."

THE case against Captain Lawlor, licensed pilot, for negligent navigation in the waters of this harbour, whereby the s.s. *Slavonia* sustained certain damage by colliding against No. 2 wharf, Kowloon, was resumed before Mr. F. A. Hazeland this afternoon. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution, and Mr. Wilkinson, of Messrs. Wilkinson and Crist, for the defence. Upon the case being called on His Worship announced that as Mr. Basil Taylor, assessor, was unable to attend to-day the case must be adjourned *sine die*. Adjourned accordingly.

SHAIK Lagmat, a private of the Bombay L. I., was charged at the instance of Inspector Langley, with the theft of \$45, the property of a comrade in the same regiment at Tsim Tsa Tsui, on the 30th inst. It was stated that the defendant was watching a gambling game on the reclamation ground in which complainant was participating, and seeing the complainant place his winnings by his side defendant placed himself to a \$5 note. Complainant asked for its return, but defendant denied possession, and a free fight ensued during which the gamblers vanished. It is then alleged that the defendant knocked complainant down, and took another \$50 from him, and was making off with it when he was seized by a *lukong*, who took him to the Tsim Tsa Tsui Station, where he was searched in the presence of Inspector Langley and the money found. Mr. G. Orme, who tried the case, sentenced ShaiK to one month's hard labour.

WRITING on the banking and the custom of settling up all accounts (sometimes by a mere shifting from one set of shoulders to another), Mr. George E. Anderson, U.S. Consul at Hangchow, says the real trouble is that there is not enough money in China to properly transact the business of the Empire, and what money there is does not go so far as it ought to go because of the inadequate means of communication and the extortionate rates of exchange. Banking business in China is hazardous at best, and when the pressure of a custom like that surrounding the New Year comes it takes skillful management to take a concern going and at the same time make money. The business of China generally is subjected at all times to drains and tolls, to discounts and exchange charges on the part of banks, which would not be tolerated in other countries; and this trouble, as well as the financial distress which surrounds the Chinese New Year, will not be done away with until the Empire has a monetary system which will make ruinous discounts between varieties of money impossible, and which will allow the augmentation of the actual metallic monetary volume in the nation with paper currency of a sort now impossible.

## THE ALLEGED EMBEZZLEMENT

BY A GOVERNMENT CLERK.

The case in which Tang Fuk, Coroner's clerk and third clerk at the Magistracy, was charged with the embezzlement of \$50, under circumstances already recorded in these columns, was resumed before Mr. F. A. Hazeland this morning. Mr. G. E. Morell, of Messrs. Denny and Bowley's office prosecuted, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, defended, and Mr. J. H. Hanson, Chief Inspector of Detectives, watched the case on behalf of the Police.

As the witnesses had not put in an appearance, Mr. Morell asked for a short adjournment, and this was granted until 11.15 a.m.

On resuming, Mr. C. D. Melbourne, re-examined by Mr. Morell, said that on the morning of the 5th of April he checked the cash books, in the presence of the defendant. He held the cash book, and defendant read out the details of the cases, and mentioned whether the defendants, in those cases paid the fines or went to gaol. All the entries tallied with what he read. Witness had been Chief Clerk at the Magistracy since April, 1900. The system of auditing the accounts was for the former local auditor to go through all the depositions for two consecutive months, and then for the next two or three months he would make a test audit, without seeing all the depositions, selecting, perhaps, only two or three cases out of every twenty. Under that system perhaps it would have been possible for money to have been received and not entered in the cashbook, and the fact to have escaped detection. On the 4th April the total of fines received as entered by the shroff was \$19.85. The \$50 in question was not included in that amount.

Cross-examined by Mr. Looker: The shroff made up his cash-book every evening when the Magistrates rise, and when he had finished that his duties for the day were concluded, and he was at liberty to go. The next morning the chief clerk and third clerk go through the cases and the big cash-book, to see whether the entries of the amount of fines received by the shroff are correct. That is done with the object of checking the shroff's receipts, and if a prisoner has gone to gaol, it is the duty of the third clerk to read out that fact. If a fine is received after the shroff has made up his accounts and gone for the day, it has been the practice to enter it as received on the following day. Witness here explained that it would be entered in the cash-book on the following day, but a note would be made as to its having been received on the previous day. In these cases when checking the accounts, when no fine is entered the third clerk reads out that the prisoner has gone to gaol, but as a rule he would also say if the fine was afterwards paid. This was not always done. The entries being made on the following day are to avoid the previous day's account being kept open. On the occasion in question the defendant read out "prisoner gone to gaol," but witness did not remember whether he afterwards said the prisoner paid the fine later. At the time of checking the accounts, witness said, he himself must have known that the \$50 had been paid afterwards. If a prisoner pays his fine a receipt is taken out of one of the books, and the counterfoil would show it. The third clerk has frequently received payment of fines after the shroff has gone, and in those cases it is his duty to hand it to the shroff as soon as possible, or to the chief clerk, if present. If there is nobody else present, he is at liberty to keep it in his drawer and hand it over to the shroff the next morning. The defendant joined as clerk at the Magistracy, as third clerk, in May 1904, but there was no entry to show when he first joined. Witness thought it was in 1900. It has frequently happened that defendant's work has kept him in office later than anyone else. Since he had been third clerk there had been many occasions on which defendant had received money and paid it in to the shroff the following morning, but he could not say how many times. Since defendant joined the Magistracy staff, witness should say his character and conduct were good. He found him perfectly honest and hard-working.

Re-examined by Mr. Morell, witness said there is a receipt book, and that being initialed by defendant would tell witness that the \$50 had been paid. Defendant's name is on that book, and witness must have noticed it. Witness always used to see the shroff's books every day. There are two books, one for entering the payment of fines in full, and one for proportionate payment, after prisoners had served a portion of the sentence. Witness could not remember having reprimanded defendant at any particular time, but he must have spoken to him sharply at times, though he did not remember his having done anything seriously wrong, but it would be impossible for things to have gone on smoothly all the time.

Li Lai Cheong, fifth clerk at the Magistracy, said he kept a record book of cases, and made his entries daily, in the forenoon, of the cases decided the previous day. The entry of the case in which the \$50 was paid was made on the forenoon of the 5th of April. It is entered as "\$50 paid." Witness corrected himself and said he did not think he entered it as "paid."

Mr. Looker said he failed to find the entry. Witness said it was entered under the column, "net fine payable to treasurer," as "\$50." If the fine has been paid afterwards witness enters it under the warrant number. When he made the entry referring to the \$50 case, he knew the fine had been paid. He got his information from the endorsement on the case.

That was the case for the prosecution. Mr. Looker said he submitted that there was no case to go before a jury, as the prosecution had not proved anything.

The case was adjourned until to-morrow, at 10 a.m.

CAPT. Batt, of the Ocean Line steamer *Ajao*, has just received from the Mayor of Exeter a gold cigarette case, which, as our readers will remember, was presented by the Town in recognition of services rendered to wounded men on the Russian cruiser *Vladivostok* after the battle off Chemulpo in February, 1904.

## EUROPEAN ACCOMMODATION IN HONGKONG.

HOTELS &amp; PRIVATE RESIDENCES.

As mentioned in our issue last evening members of the Sanitary Board were engaged at their meeting yesterday in discussing an important application for a modification of the requirements of a section of the Public Health Bill in respect of the Hongkong Hotel premises. The question, as shown in the letter and minutes printed in our issue of last evening, was whether or not the new Hongkong Hotel shall be allowed to exceed 76 feet in height, and upon this point an interesting discussion ensued.

The Hon. Dr. Francis Clark (President of the Board) pointed out that, although it had not been customary to limit buildings in the neighbourhood of the Hotel to a height of 76 feet, it was within the power of the Board to do so and with regard to Mr. Rumjahn's question as to whether there is greater demand for houses than supply, the President explained that, in his original minute, he meant houses within the means of the people to whom he was referring. A glance through the newspapers, he said, will convince anyone that the hotels are filled with young people of incomes between \$1,000 to \$5,000 per year, and who cannot afford to pay \$2,000 or more per year for a house. In other words, he contended there were no houses available in the Colony within their means, and that was why they went to the hotels.

Replying to Mr. Pollock, the President said the building in question was a reconstruction of the Hongkong Hotel looking over Queen's Road, and extending from that thoroughfare to half-way down Pedder Street. It was proposed to make it the same height as what was called the new building at the front, and the additional height would represent a storey and a half.

Mr. Rumjahn, however, did not share the same views as Dr. Clark and maintained that the President's contention that more accommodation for Europeans is required is wrong. He mentioned that, at the present time, one hotel, the Hotel America, had been closed, while a private hotel, or boarding house, in Pedder Street, had also been closed for want of business, and there were other private hotels which had more rooms available for accommodating European visitors. As regards the application, however, he thought it would be remembered that some weeks ago an application for a five-storey hotel fronting on Robinson Road, Kowloon, came before the Board. That road was 100 feet wide, and the Board refused the application on the ground that the height would obscure the light from the surrounding buildings, which would thus conduce to surface-crowding. The present application was for the erection of a building of 105 feet in height, abutting on Queen's Road, which was 50 feet wide on paper; or, in reality, 30 feet wide, because on both sides of Queen's Road there were verandahs obstructing, so that, practically, the height abutting on Queen's Road would be three times the actual width of Queen's Road. As regards the width of Pedder Street, which is put down as 75 feet, the building would be raised one and a half times the width of that street, or more than four storeys, with the sanction of the Board. He argued that as a building five storeys high would naturally take off much light from the surrounding buildings, and as they were asked to allow an infringement of a part of the Ordinance and close their eyes as to the injury done to the surrounding buildings by the extra height of the proposed premises the application as far as the height of the building was concerned, should be refused. He moved a resolution to that effect.

Dr. W. W. Pearce, M.O.H., was struck by the fact that the designers were very careful not to show a front door in Queen's Road. Consequently, it was said that the hotel is not fronting on Queen's Road. That, he thought, was a cute way of shuffling out of the difficulty, although, for sanitary purposes, the building does front on Queen's Road. A second point was that, although the law had not been enforced in respect of offices and other buildings, they were not dealing with the matter so much for the light of the hotel, because the height of the hotel above other houses would provide light for rooms; and, moreover, the open space being in excess of that required, the hotel would do no detriment to the light of the hotel, and he did not raise any objection to that part of the application. He thought, however, the Board ought to consider not only the effect of the height of the building upon the hotel itself with special reference to surface crowding, but its effect on neighbouring houses.

Hon. Mr. Bavin seconded the resolution, and agreed with the M.O.H. that, although perhaps the building did not technically front on Queen's Road, still the side facing on Queen's Road was exactly the same length as that facing Pedder Street. As regards the point of there not being sufficient house accommodation for Europeans in the Colony, he did not think they should allow themselves to be led aside by that consideration. He did not know where they would find themselves landed if they decided not to press the improvement of sanitation in the Colony because of temporary inconvenience to the inhabitants. Having refused, in as far as he recalled at a very full meeting of the Board, to grant an application for a hotel higher than four storeys in Kowloon, in a much more open locality than Queen's Road, he thought they should adhere to the principle they adopted then.

The President drew attention to one point that with regard to the contention that the new building would front Queen's Road, and that was that if the building had not extended along Pedder Street as far as Queen's Road no objection would apparently have been raised to its height. In other words, because a building is a corner one, it is to be penalised and its height limited in proportion to the narrowness of the lateral street. Corner houses being more sanitary, it is fair, he asked, to thus penalise them?

He moved that the application be granted. The Director of Public Works (Hon. Mr. W. Chatham) seconded, and the motion was carried by 10 to 1 vote on 19th.

## TELEGRAMS.

[Official Telegrams.]

## THE NAVAL BATTLE.

## COMPLETION OF JAPAN'S VICTORY.

## RUSSIAN ADMIRAL A PRISONER

AND SEVERELY WOUNDED.

Tokio, 30th May, 7.45 p.m. (received 4.50 a.m., 31st.)

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

The fifth report from Admiral Togo, received on the afternoon of the 30th instant, states that the main force of our combined fleet, upon accepting the surrender of the remaining Russian main force near Liancourt Rocks, on the afternoon of the 28th instant, as already reported, stopped the pursuit and, while engaged in the disposition of the surrendered ships, found in the southwestern direction a coast-defence ship, the *Admiral Oushakoff*.

Thereupon the *Yatsu* and *Yahimo* were immediately despatched to pursue and invited her to surrender; but the invitation being refused they sank her at 6 p.m. and rescued her remaining crew of over 300 men.

The cruiser *Dmitri Donskoi* was also found at 5 p.m. in the north-western direction and was immediately overtaken and fired upon vigorously by our Fourth Division and the second destroyer flotilla. She was attacked at night by the second destroyer flotilla and found on the next morning aground at the south-eastern shore of Ureung Island off the Korean coast.

Our destroyer *Sazanami* captured, toward the evening of the 27th instant, south of Ureung Island, the Russian destroyer *Bledov* wherein were found Admiral Rodjestvensky and another Admiral, both severely wounded, together with 80 Russians, including the staff officers from the flagship *Kniaz Suvaroff* which was sunk on the 27th instant; they were all taken as prisoners.

Our cruiser *Chitose*, while cruising northward, on the morning of the 28th instant, found and sank another Russian destroyer. Our cruiser *Nitaka* and the destroyer *Atsuhiko* attacked, also at noon of the 28th instant, a Russian destroyer which finally went aground.

According to various reports hitherto received and statements of the prisoners the result of the battle of the 27th to 28th inst. is as follows:—

*Kniaz Suvaroff*, *Alexander III*, *Borodino*, *Dmitri Donskoi*, *Admiral Nachinoff*, *Vladimir Monomach*, *Zemichug*, *Admiral Oushakoff*, one converted cruiser and two destroyers were sunk; and *Nicholas I*, *Orel*, *Admiral Apraxin*, *Admiral Senkavin* and the destroyer *Bledov* were captured.

According to the statement of the prisoners, the *Ostia* was sunk at about 3 p.m. on the 27th instant, and the *Navarin* also was sunk.

The *Almaz* was observed, on the 27th instant, to be disabled and was in a sinking condition; but her final fate is yet unknown.

## CONDITION OF THE JAPANESE FLEET.

Full particulars regarding the injury to our ships are not yet to hand; but so far as I could ascertain none of them are seriously injured, all being still engaged in operation.

Our full casualty list is not yet ascertained. Those of the first division are a little over 400.

Imperial Prince Yoritomo is in excellent health and Admiral Mitsu was slightly wounded on the 27th instant.

## FURTHER RUSSIAN LOSSES CONFIRMED.

The sixth report, received on the afternoon of the 30th instant, states that the loss of the *Ostia* and *Navarin* is confirmed. The *Sissoi Veliki* is also definitely reported to have been sunk on the morning of the 28th inst.

## CAPTURED SHIPS

IN JAPAN.

Tokio, May 30, 3.30 p.m.

Four captured vessels have been safely brought into our naval ports on the 30th inst., viz., *Orel* (battleship), *Maizuru*, while *Nicholas I* (battleship), *Apraxin* and *Sinyavin* (coast-defence ships) arrived at Sasebo.



## TELEGRAM.

[Official Telegram.]

## RUSSIAN LOSSES.

## 33 SHIPS

AGGREGATING 153,411 TONS.

Tokio, 30th May, 10.30 p.m.  
(received 31st May, 5 a.m.)

The official statement of the Russian losses so far ascertained is as follows:—

The following six battleships were sunk:—*Kniaz Suvoroff, Imperator Alexander III, Borodino, Orel, Sissoi Veliki, and Narechin.*The following five cruisers were sunk:—*Admiral Nakhimoff, Dmitri Donskoi, Vladimir Monomach, Svetlana, and Zemtchug.*A coast-defence ship, the *Admiral Oushakov*, was sunk; two special service ships, the *Kamchatka* and *Iutish*, and three destroyers were also sunk.Two battleships, the *Orel* and *Imperator Nikolai I.*, two coast-defence ships, the *General Admiral Apraxin* and *Admiral Senyavin*, and one destroyer (*Birdoy*) were captured.Thus Russia lost altogether twenty-two ships, whose aggregate tonnage amounts to 153,411 tons, besides the cruiser *Almaz*, which is suspected to have been sunk.

## THE REACTION OF JAPAN.

The victories of Japan, and the successes of this nation in peace and war, have disturbed our conception of things. We have to revise our outlook on the world, and readjust our angle of vision. It is long, indeed, since the nations of the Teutonic and Celtic and Latin stocks have had even to admit the possibility of rivalry on this planet. We were free to quarrel among ourselves, secure in the conviction that the "inferior races" could play no more than the part of interested spectators. That they should take a hand in the game seemed almost as unnatural as it must have been to Gulliver when he reached a land where the men drew the carriages and the horses sat inside. For centuries the East has been falling back before the West. But the events of the past twelve months give us pause. Here we have to do with a people which has not and never has been, Christianised, or Hellenised, and which, apparently, has in its veins no single drop of the white man's blood. And this people has only to set itself to the business to show that in most of the things which we regard as the peculiar products of our European civilisation, it is equal to the best of us. We have grown up in the belief that in this rather vital matter of warfare no Asiatic or Oriental race could really hold its own with Europeans. We know now that this axiom requires to be modified. But the Japanese have clearly other qualities besides those of the soldier. It is on the ethical side that this revelation from the Far East is most striking. We cherish the memory of a single hero, here and there, like that of Sempach, who gathered the points of the hostile spears into his breast to make an opening for his comrades. But whole battalions of the common men of Nippon act like that. In the trenches before Port Arthur a Japanese colonel calmly gave command: "The honourable front rank will throw itself on the enemy's bayonets." The honourable front rank instantly obeyed. They flung themselves upon the spikes, and made a causeway with their writhing bodies, over which their companions marched. A regiment of Arnolds von Winkelried! The Russians believe in their faith as no other Christian people do, unless it be the Spaniards. And if we look at the recent history of Russia and Spain on the one side, and then at Japan on the other, the result is a little disturbing.—*Sidney Low in Standard and St. James's.*

## NAVAL NOTES.

H.M.S. *Ocean* and *Centurion* are under orders to proceed home without waiting to be relieved on this station, although the reliefs are on their way out. No dates have been fixed for the departure of the two warships.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 31st, at 11.35 a.m. The barometer has risen slightly in S. China, and fallen a little in Luzon.

Gradients are slight, and moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—moderate variable winds; squally, thundery showers.

The returns from N. China and Japan are lacking.

## SHIPPING AND MAILS.

## MAILS DUE.

English (*Nubia*) 1st prox, 5 p.m.  
American (*Korea*) 2nd prox.  
Indian (*Avonang*) 3rd prox.  
German (*Willehad*) 5th prox.  
German (*Bayern*) 6th prox.  
German (*Darmstadt*) 7th prox.  
American (*Coptic*) 12th prox.  
Canadian (*Empress of India*) 12th prox.  
German (*Prinz Waldemar*) 19th prox.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver on 29th inst., for Hongkong via the usual Ports of Call.

The N. G. I. S. Co.'s s.s. *Capri* left Singapore for this port yesterday, and may be expected here on 5th prox.

The H. A. L. s.s. *Sithonia* from Hamburg, left Singapore for this port on 30th inst., a.m., and may be expected here on 5th prox.

The O. & S. S. Co.'s s.s. *Capit* with mails, &c., from San Francisco to the 12th inst., via Honolulu, arrived at Yokohama, and left for this port this morning, via Island Sea, Kobe, Nagasaki and Manila, and is due here on 12th prox.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE NAVAL BATTLE.

## A RUSSIAN VERSION.

## ALLEGED JAPANESE LOSSES.

[From Our Own Correspondent.]

Shanghai, 30th May, 2.25 p.m.

The transport *Korea* and the mine-laying tugboat *Stori* have arrived at Woosung.

The officers report that three Japanese warships were sunk by the Russian fleet within half an hour of the commencement of the engagement of Saturday last.

They further alleged that five of the Japanese ships are missing.

## FURTHER ALLEGATIONS.

## SUBMARINES REPORTED USED.

## BATTLESHIPS TURN TURTLE.

[From Our Special Correspondent.]

Shanghai, 30th May, 4.45 p.m.

The collier *Korea* has arrived here from the straits of Tsushima with a hole in her bows.

She came in flying the Russian commercial flag.

The Russians say that the Japanese lost three large ships, during the engagement of Saturday last.

They further assert that submarine boats were used both by the Russian and Japanese navies.

The Russian battleship *Orel* is on fire, while the battleships *Nicholai I.* and *Orel* turned turtle after striking a mine or coming in contact with a submarine.

[According to the information received by the Consul for Japan the *Orel* and *Nicholai I.* surrendered and were subsequently taken to Sasebo.—Ed., H.K.T.]

## [Reuters.]

## Russia and Secretary Taft's Visit to Japan.

LONDON, 29th May.

The Washington Post says that Count Cassini has protested against Secretary Taft's visit to Japan, as it will be taken as an expression of encouragement to Japan. President Roosevelt declines to make any change in the arrangements.

[Count Cassini, the Russian Ambassador at Washington, has discovered a grievance in the proposed visit of Mr. Taft, Secretary of War, to Tokyo. Mr. Taft and his party go to the Philippines, via Yokohama, and from that point will run up to the Japanese capital for at most two days. This Count Cassini regards, or professes to regard, as a demonstration of good will to Japan. The truth is that Mr. Taft accepts an invitation from the Japanese Minister of State and Minister of War, whose guest he was when Civil Governor of the Philippines. The present invitation he could hardly now decline without rudeness. The Russian Ambassador, nevertheless, has lodged a sort of unofficial remonstrance, says the Washington correspondent of *The Times*, of which no notice will be taken.—Ed., H.K.T.]

## The Recent Naval Engagement.

It is believed in Washington that the *Orel*, the *Borodino*, three cruisers and a repairing ship have been sunk.

## RUSSIAN ADMIRAL'S ESCAPE.

Later.

The *Borodino*, *Alexander III*, *Admiral Nakhimoff*, *Dmitri Donskoi*, *Vladimir Monomach*, *Oushakov*, *Svetlana*, *Zemtchug*, *Kamchatka*, *Iressin* were sunk, and the *Sissoi Veliki*, *Orel*, *Nicholas*, *Senyavin* and *Apraxin* captured; the flagship *Suvoroff* seriously damaged, five destroyers sunk, and one transport and one destroyer captured. The fighting lasted all Saturday and Sunday. The Japanese fleet was not damaged.

Admiral Rozhdestvensky appears to have escaped. The pursuit continues.

Admiral Nebogatoff and 3,000 others were captured.

## Japanese Securities Advancing.

Japanese securities are advancing sharply and all the markets are stronger. General satisfaction is expressed in London and the victory is regarded as improving the prospects of peace.

## The Atlantic Race for the Kaiser's Cup.

The American yacht *Albatross* has won the Kaiser's cup for the Atlantic race.

## GASCOIGNE ROAD, KOWLOON.

The following correspondence has reached us from the office of the Colonial Secretary:—  
Letter from H.E. the Governor to Major-General Sir W. J. Gascoigne, of 24th March, 1905.

Government House,  
Hongkong, 24th March, 1905.

Sir,—I have the honour to transmit the enclosed copy of Government Notification No. 156 and to inform you that the main thoroughfare recently opened across the Kowloon Peninsula has by my direction been named Gascoigne Road in commemoration of your connection with the dedication to the Public of the King's Park which the road partly traverses.—I have, etc.

(Sd.) M. NATHAN,  
Governor, &c.  
Major-General W. J. Gascoigne,  
London.

Reply from Sir W. J. Gascoigne.  
20th May—C.S.O.  
13, South Street,  
Park Lane, W.,  
28th April, 1905.

Sir,—I have the honour to acknowledge the receipt of Your Excellency's letter of 24th ultimo numbered above.

It is with very great pleasure that I learn that through Your Excellency's kindness a road across the Kowloon Peninsula has been named after me, thereby associating me with a Colony in which I passed five of the happiest years of my life.

I beg to express to Your Excellency my great thanks for your kindness in allowing this honour to be accorded to me.—I have, etc.

(Sd.) W. J. GASCOIGNE,  
Major-General.

His Excellency the Governor,

## THE MISSIONS TO SEAMEN.

## IN HONGKONG HARBOUR.

The forty-ninth annual report of the missions to seamen bears testimony to the work so well done by the "faithful chaplain" at Hongkong, where the opportunities on board ships have been especially great; owing to the war in the Far East; so that the work has been much crippled by the continued vacancy in the Assistant Chaplaincy. Owing to the great demand for steam coal on the part of both combatants, a great number of steamers carrying European crews passed through the port, so that the energies of the complete staff of two Chaplains would have been taxed to their full extent. As it was, notwithstanding the hurry and excitement of war, fifteen services were held afloat, with an average attendance of about thirty seamen; and more than two thousand visits were paid the crews, often with short, pointed, personal talks about spiritual things. More receptions of the Holy Communion by seagoing men were recorded than for many years past. The report refers to the greatly felt need of a new Seamen's Institute on the more populous side of the anchorage in the city of Victoria, and speaks of the temporary Institute which, as readers will remember, was opened a few weeks since. "A very blessed week of special mission services for sailors was originated on shore by two warrant officers of the Royal Navy at Hongkong," says the report. "They were gratefully encouraged and helped forward by our Chaplains, who were themselves greatly cheered by the fervent spirit displayed, and very cordially entered into the project. The Bishop of the Diocese addressed the first meeting, each of our Chaplains took charge of an evening, and the remaining evenings were taken by other clergy and ministers. There were good attendances from the ships of the seamen of various grades, both of the Royal Navy and of the Mercantile Marine. There was an evident quickening of spiritual life in the Colony. A number of seamen turning over a new leaf were, by the Holy Spirit of God, brought to repentance, conviction, and conversion, backsliders were restored, and the holy influence of these special mission meetings, springing as they did from the ships, was long felt by the crews throughout the harbour."

## PRICE OF FIREWOOD.

## QUESTION IN COURT.

Not long since the price of firewood in the Colony was raised as a result of which a claim was heard by the Police Judge, his Honour Mr. A. G. Wise, at the Supreme Court this morning when Pang Tim alias Cheung Shing sued Leung Fu Pok alias Po Kee to recover the sum of \$371.81. It appeared that the plaintiffs supplied firewood and rice to the defendant, the value of \$507.39 under a written contract, and was subsequently paid \$303.58 on account, thus leaving a balance due by the plaintiff of \$303.81. He sought to recover this amount in addition to \$75 damages for breach of contract. This contract, it was alleged, was entered into between the parties for the supply of firewood at eighty cents a picul, and when the price of the wood was advanced plaintiff had an interview with defendant and after discussion it was agreed that an extra five cents per picul should be charged for so long as the price was kept up after which it was to be placed on the original eighty cents footing. In order that there might be no disputing the matter a new contract was drawn up which was to have the effect of nullifying the former, but this old one could not be found. For the first month the defendant did not pay the price agreed upon and refused to abide by the alleged decision to buy his wood at 85 cents per picul.

The question was argued at some length and his Honour subsequently found for the plaintiff with costs, and gave judgment accordingly.

Mr. S. W. Tso appeared for the plaintiff, and Mr. E. A. Bonner, of Messrs. Denny and Bowley, was present in Court on behalf of the defendant.

## SHIPPING JETSAM.

A Norwegian steamer of 1,167 tons with a speed of 12 knots has been sold to the Osaka Shosen Kaisha. The delivery of the steamer will take place at Osaka early next month.

The Norwegian steamer *Propter* which has been sold to Mr. E. Sawayama of Nagasaki is now under repairs at the Mitsui Bishi Engine Works. With this vessel Mr. Sawayama will engage in the transportation of coal from Karatsu to Shanghai.

Captain Bainbridge, of the s.s. *Thyra*, which arrived at 8 a.m. to-day from Saigon, which port she left on the 26th inst. with 4,500 tons of rice for this port, reports that when leaving Saigon there were about 46 transports in Saigon River, mostly loaded. On the same day the s.s. *Tai Shas* counted 57 vessels including colliers and others in the river below Saigon, besides two at Cape St. James.

The O.S.K. shallow draught steamer *Dai-koku-maru*, now being constructed at Nagasaki, will be launched from the Tategami Yard in the course of this month, while another steamer for the company, the *Daijuku-maru*, which is now being transformed at Shanghai, is expected to be ready for sea in June next. The *Dai-koku-maru* is intended for the Ichang-Hankow service, and the *Daijuku-maru* for the Hankow-Shanghai line.—*Nagasaki Press.*

## DALLAS-BANDMANN CO.

## "THE ORCHID."

The catchy music, dainty dances and popular songs of the great Gaiety production will always fill a theatre and it was not surprising to find a large audience turn out in the sultry weather of last evening to witness the performance of "The Orchid" by members of the Dallas-Bandmann Opera Co. As we saw on the occasion of their former visit to Hongkong the piece is admirably staged, and nothing whatever is amiss since the management of the company has been placed in the hands of Mr. F. C. Garton. The old times seem refreshingly new, the comicities of Jamie Dallas as amusing ever, and the songs of the talented vocalists lose none of their charm by repetition. It would be invidious distinction to dilate upon the merits of each performer where everyone is so good and all deserving of equal praise. The company is balanced to a degree of nicety; they push the play along without allowing a single drag; to mar the merriment, and when at length the curtain falls upon a rollicking chorus one can scarcely realise that three hours have slipped away since the opening scene at the Countess of Barwick's Horticultural College. This evening we are to be entertained with a production of the "Duchess of Dantzic," a play in which the work of the company is equally meritorious.

To-morrow night a grand variety concert will be given by the entire strength of the Company, and will consist of favourite numbers selected from the repertoire.

## JAPAN'S TRADE WITH CHINA.

A Consular report, just published, on the trade of Canton for the year 1904, affords a striking illustration of the tightening hold of Japan upon the markets of the East. Canton is the recognised depot and centre of distribution for South China, and among the domestic articles imported there is an ever-growing demand for the products of Japanese manufacture. While 54,000 dozen British towels were used last year, those received from the Mikado's kingdom figured in the Customs returns as 115,000 dozens. Japanese cotton crapes were also in much request, instead of Chinese cotton and flannel, and cotton cloth was imported from the same quarter to the extent of 126,000 yards last year, as against 63,000 yards in 1903. British and Swedish matches have been driven from the Chinese market by our Japanese competitor, and to-day no other makes can be purchased in Canton. An indication of Celestial progress is given by the fact that rubber shoes are now extensively imported, and the cigarette trade has developed enormously during the last two years. Russian kerosene oil has practically disappeared from the field, and its place has been taken by products from Sumatra and America. In short, the report from Canton gives point to the contention that Japan to-day is fighting desperately for commercial supremacy throughout the empire of China.—*P. M. G.*

## THE TREATIES WITH CHINA.

Sir G. Parker having asked whether the Foreign Office have any official information showing that the terms of the Mackay Treaty, made to facilitate commercial relations between China and foreign countries, have, in effect, been ignored by China; that the rights referred to have been violated by provincial officials who have illegally interfered with agents and employees of British merchants; that in contravention of the treaty heavier duties are levied upon foreign-owned cotton mills than on native mills; that, in contravention of Article II. of the treaty, the provincial authorities continue to mint new copper currency; that the reform in mining regulations arranged for have remained unfulfilled; and, if so, whether the Government intend taking action in concert with other Powers to secure the fulfilment of the obligations into which China entered in 1901.

Lord Percy replied: No information of the acts alleged in the question has reached us. Such acts would be violations not of the treaty of 1902, but of treaties concluded with China at an earlier date. His Majesty's Minister at Peking has been informed, in reply to his inquiries as to the steps which had been taken to carry out the provisions of Article II. of the treaty of 1901, that the office of Financial Administration has presented a memorial to the Throne proposing the establishment of a general mint at Tientsin for the coining of

silver and copper and the introduction of a uniform national coinage. As soon as definite arrangements have been made they will be communicated to Sir E. Satow. With regard to the mining regulations, the Chinese Government state that regulations have been drawn up, but that it is necessary to consult the provincial authorities before the final arrangements could be settled.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 1/10 to 7/16  
Do. demand 1/10  
Do. 1 month's sight 1/10  
France—Bank T.T. 2/35  
America—Bank T.T. 1/11  
Germany—Bank T.T. 1/11  
India T.T. 1/11  
Do. demand 1/11  
Shanghai—Bank T.T. 1/11  
Japan—Bank T.T. 1/11  
Yokohama—Bank T.T. 1/11  
Selling.  
4 months' sight L/C. 1/10  
6 months' sight L/C. 1/10  
30 days' sight San Francisco & New York 4/6  
1 month's sight do. 4/6  
30 days' sight Sydney and Melbourne 1/11  
1 month's sight France 2/39  
5 months' sight 2/40  
4 months' sight Germany 1/6  
Bar Silver 1/6  
Bank of England rate 2/7  
Sovereign 10/56

OPIMUM QUOTATIONS.  
To-day's quotations are as follows:—  
Malwa New 1/140  
Do. Old 1/180  
Do. Older 1/230/1/260  
Do. Oldest 1/340  
Patna New 1/112  
Berar New 1/180  
Peyian (Paper) 780/810

## To-day's Advertisements.

## THEATRE ROYAL, CITY HALL.

## THE DALLAS-BANDMANN OPERA CO.

RETURN VISIT FOR A SHORT SEASON ONLY.

TO-NIGHT! TO-NIGHT!

(WEDNESDAY), 31st May.

"THE DUCHESS OF DANTZIC,"

Catherine Uppacher, M.D. Bel Luscombe.

Napoleon I., Mr. Frank Cochrane.

TO-MORROW,

(THURSDAY), 1st June.

GRAND VARIETY CONCERT,

By the Entire Strength of the Company.

Further particulars will be duly announced.

PRICES AS USUAL.

Plan at ROBINSON PIANO CO.

F. C. GARTON, Manager.

Hongkong, May 31st, 1905. [605]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 14th June, 1905, at 3 P.M., on Board,

H.M. Screw Steamer "HUMBER,"

Extreme length 245' 6"

breadth 27' 6"

Displacement 1,640 tons.

Horse Power 800.

Engines—Eagle's Compound Surface Con-

densing.

Boilers—Two double ended cylindrical

return tubular; load on safety valves 70 lbs.

CONDENSERS—1 Kirkcaldy and 1 Normandy

single, distilling 1,800 and 2,400 gallons

of water per 24 hours respectively.

To be sold as she now lies in Hongkong

Harbour with all fittings, stores, &amp;c., on board,

including about 110 tons of Coal, Anchors and

Cable.

A list of fittings to be sold with the ship may

be seen at the Office of the Naval Store Officer,

H.M. Naval Yard, and of the Auctioneers; also on

board.

The Admiralty will not be responsible for

any errors in description of ship, fittings,

stores, &amp;c.

The Vessel will be open to inspection for

seven days before date of sale, between 10 a.m.

and noon, and 2 and 4 p.m. (Saturday and

Sunday excepted).

Inspecting orders can be obtained from the

Auctioneers.

TERMS:—Cash before delivery, 15 per cent.

of the purchase money to be paid on the fall

of the hammer, balance and the clearance to be

effected within SEVEN DAYS after the date of

sale.

Further special conditions may be obtained

on application to the Auctioneers.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 31st May, 1905. [613]

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain R. F. Thomson, will be despatched as

above, on TUESDAY, the 6th June, at

5 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 31st May, 1905. [612]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the

above Ports, on TUESDAY, the 6th June, at

5 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; Co., LIMITED,

Agents.

Hongkong, 31st May, 1905. [607]

## Intimations.

## SPECIAL SALE

AT

## ROBINSON'S

OF

## PIANOS, PIANOLAS

## MUSIC AND MUSICAL

## INSTRUMENTS

## PREVIOUS TO REMOVAL.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"FOXTON HALL"	15th June.
GLASGOW and LIVERPOOL	"YANGTSE"	16th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	16th June.
GLASGOW and LIVERPOOL	"AJAX"	23rd June.
GLASGOW and LIVERPOOL	"ID MENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLOS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PARKING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	6th June.
"GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	20th June.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
"GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"ID MENEUS"	15th August.
"GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	18th June.
	"KEEMUN"	19th July.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th May, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	1st June.
SHANGHAI	"ICHANG"	3rd "
MANILA	"TAMING"	6th "
SHANGHAI	"KIUKIANG"	7th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	14th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

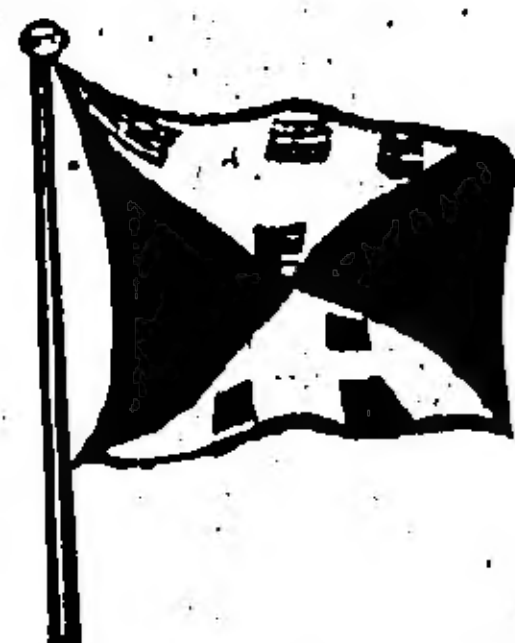
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 31st May, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 3rd June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 10th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 29th May, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"NORDPOL"	15th June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 29th May, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,193	Schmidt	June 8th, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Brehmer	July 16th, "
"ARABIA"	4,483	Metzenhain	August 6th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

11

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1902.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried.

## BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unrivalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

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## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	THURSDAY, 1st June, 3 P.M.
TIENSIN, SWATOW & CHEFOO, ESANG	"HANGSANG"	THURSDAY, 1st June, 3 P.M.
S'GAPORE, S'ABAYA & SAMARANG, HINSANG	"HANGSANG"	FRIDAY, 2nd June, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 2nd June, 4 P.M.
SHANGHAI	"WAISHING"	SATURDAY, 3rd June, 3 P.M.
S'GAPORE, S'ABAYA & SAMARANG, CHUNSANG	"WAISHING"	FRIDAY, 9th June, 3 P.M.
S'GAPORE, PENANG & CALCUTTA, NAMSANG	"NAMSANG"	TUESDAY, 13th June, Noon.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 31st May, 1905.

## TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer.

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY, EVENING, at 4.30 P.M.

returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 7.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxurious furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

" " return " " 2.00

Second " single " " 80 Cents

" " return " " 1.50

Third " single " " 50 "

" " return " " 50 "

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. Perseus.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong.

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 24th May, 1905.

110

## THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

## CHEAP EXCURSIONS TO MACAO.

THE Steamship

"HONG NAM,"

2,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:

First Class, Single \$3.00 Return \$4.00

Second Class, Single \$1.00 Return \$1.50

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD,  
Secretary.

Hongkong, 15th May, 1905.

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## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 2nd June, 1905.

"MONTROSE" 20th June, "

"ST. HUGO" 15th July, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 26th May, 1905.

110

## Shipping—Steamer.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"DENMOHR,"

Captain Webster, will be despatched as above on or about the 6th June.

For Freight, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 23rd May, 1905.

185

## Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VOUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

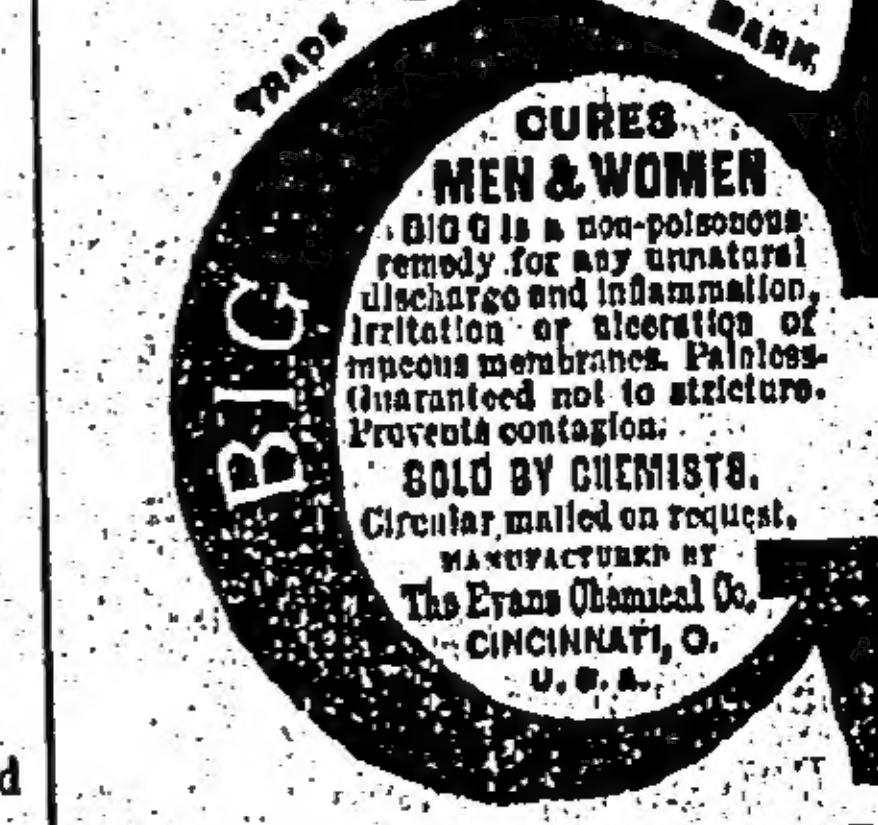
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

160



BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Elms Duplicate.

Hongkong, 23rd February, 1905.

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## TSANG FOO &amp; CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VOUEX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 359.

Hongkong, 1st October, 1904.

161



THE "SANITAS" CO. LTD.,

BETHNAL GREEN, LONDON, E.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAIRN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiors will also be most grateful for any PAIRS of old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 20th April, 1905.

1199

## Intimation.

## THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS: "Telegraph," Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochin China, Ceylon, India, and the Far East generally.







## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for HATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 3rd June,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. India, 7,911 tons, from Colombo, Passen-  
gers' accommodation in which vessel is secured  
before departure from Hongkong.

Silk and Valuable all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Egypt,  
due in London on the 16th July.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent,  
Hongkong, 20th May, 1905.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE."

Captain Broc, will be despatched for MAR-  
SEILLES on TUESDAY, the 13th June,  
at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN.....27th June.  
S.S. OCEANIE.....11th July.  
S.S. TOURANE.....25th July.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleiades	3,753	F.G. Purinton	At June 30
Shawmut	9,666	E. V. Roberts	July 12
Tremont	9,666	T. W. Garlick	Aug. 8

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 23rd May, 1905.

## ACHEE & CO.

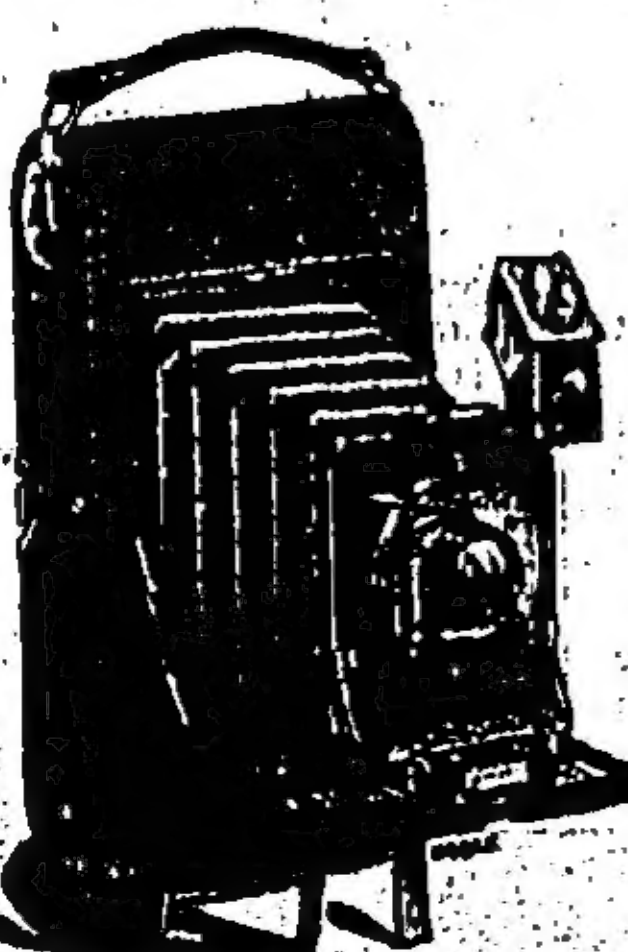
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.  
Hongkong, 16th May, 1905.

## For Sale.

### TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

### PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

### LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Buildings.

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE

ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905.

## FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAIPEWONG CO.,

36, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## To Let.

TO LET.

NO. 12, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in

present in occupation of the Steata

Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

"WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 \$200,000	\$1,493,408	{Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$1.46 for second half-year 1904	{ \$72 1/2 sellers London 80 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$15 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$1,739	Nil.	\$4 1/2 for year ended 30.6.1904	\$4
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$11,992 \$32,366 \$37,445	Nil.	\$4 1/2 for year ended 30.6.1904	\$4
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,850,000 \$20,000 \$37,749 \$83,111 \$84,773 \$700,000 \$37,704 \$1,000,000 \$18,693 \$2,241	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$37,749 \$83,111 \$84,773 \$700,000 \$37,704 \$1,000,000 \$18,693 \$2,241	\$2,078,997	\$35 for 1903	5 % \$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,850,000 \$20,000 \$37,749 \$83,111 \$84,773 \$700,000 \$37,704 \$1,000,000 \$18,693 \$2,241	\$486,384	\$12 and \$3 special dividend for 1903	9 1/2 % \$160
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,850,000 \$20,000 \$37,749 \$83,111 \$84,773 \$700,000 \$37,704 \$1,000,000 \$18,693 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,850,000 \$20,000 \$37,749 \$83,111 \$84,773 \$700,000 \$37,704 \$1,000,000 \$18,693 \$2,241	\$360,372	\$34 for 1903	11 1/2 % \$300 sellers
<b>SHIPPING, TUG AND CARGO BOATS.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$18,500 \$85,439 \$350,000 \$600,000 \$158,444	\$8,832	\$1 for 1904	5 % \$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$18,500 \$85,439 \$350,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$5,000 \$18,500 \$85,439 \$350,000 \$600,000 \$158,444	\$25,160	\$1 for second half-year 1904	9 1/2 % \$27
<b>INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.</b>							
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 % Tls. 58 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 % Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	£38,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	4 1/2 % Tls. 23 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	\$929	{ \$1.80 \$0.90 for year ending 30.4.1905	{ 5 1/2 % 5 1/2 % \$35 ex div. \$27 ex div.
<b>STRAITS STEAMSHIP COMPANY, LIMITED.</b>							
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	\$21,231	\$10 for 1904	8 % Tls. 30 sales
<b>TAKU TUG AND LIGHTER COMPANY, LIMITED.</b>							
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 % Tls. 30 sales
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	\$42,812	Final of \$15 making \$20 for 1904	9 % \$222 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	\$85,987	\$3 for 1897	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 % Tls. 65 sales
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	£7,820	No. 3 of 1/6	\$1 buyers
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	G \$672,093	50 cents making G. \$1 for 1904	5 1/2 % G \$17
Roub Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	£4,039	No. 12 of 1/-=48 cents	\$3 1/2 sellers
<b>SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.</b>							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	\$8,577	\$3.75 for 1904	11 1/2 % \$331 buyers
<b>HONGKONG &amp; KOWLOON WHARF AND GODOWN, CO., LTD.</b>							
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$25,000 \$40,000 \$4,116 \$5,000 \$2,241	\$498,280	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$12 for 1903 \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend Tls. 5 interim for 1904 1/2	{ 6 1/2 % 5 1/2 % 5 1/2 % 5 1/2 % 8 % Final of Tls. 6 making Tls. 10 for 1904 \$20 for 2nd half year making \$26 for 1904 Tls. 18 for 1904 \$2 1/2 for year ended 30.6.1904 Final of Tls. 5 making Tls. 9 \$5 for second half-year making \$10 for 1904 Final of \$6 making \$12 for 1904 Tls. 2 1/2 for the year ending 31.3.1905 50 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904 None Final of \$1.70 making \$3.20 for 1904 Tls. 4 for year ended 31.10.1903 50 cents for the year ending 31.7.04 Interim of 3 % a/c 1898 Interim of 4 % a/c 1898 on 6,000 shares 4 % for 1897 \$125 for year ending 30.6.1900 First year Final of Tls. 6 making Tls. 9 First year 6d. per share for 1903 \$3 for 1904 Final of 60 cents making \$1.80 for 1904 None Preferential of 7 per cent for 1904 \$1 for 1904 Tls. 5 for 1904 80 cents for 1904 \$1 1/2 for year ending 31.7.1903 \$5 div. and \$2 1/2 bonus for 1903 \$2 for 1904 First Year Final of \$1 1/2 making \$2 1/2 £1 div. and 2/- bonus for 1903 \$10 cents } for year ending 30.4.1904 \$15 for year ending 30.11.1904 Final of \$13 making \$17 for 1904 \$10 for 1904 Final of 70 cts. and 5